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## INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

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HW:ary

Road Data: Sopron/Magyeen/Buttor/Kapuvár/Ceorna

DATE DISCLOSED

29 Jul 58

25X1

NO. OF PAGES

2

SUPPLEMENT TO REPORT

25X1

THIS IS UNEVALUATED INFORMATION

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1. An all-weather concrete road (#924-A) ran from Sopron southeast toward Ceorna and south-southeast to Lovó. The road was in good condition and constantly maintained. In 1950-1951 the road was widened by 25-35 centimeters. All railroad and highway bridges along these routes were reinforced with concrete.
2. The width of the all-weather roads was  $\frac{1}{2}$  meters. The load capacity of the bridges was approximately 40-50 tons. Heavier type vehicles could travel on this road from Győr to Sopron via Kapuvár and Ceorna because there were no major rivers along the route which made it possible for them to leave the highway and travel on the sandy terrain and through the narrow streams.
3. An all-weather macadam type road (#924-B) ran in the vicinity of Sopron-Banfalva, which was west of Sopron. Another all-weather road (#924-B) ran in the vicinity of Bosorkány and Kistata which was located near Ceorna. The roads were in good condition and were constantly maintained. The road foundation consisted of several layers of crushed rock. The width of the roads was 3.5 meters.
4. The load capacity of the bridges over which these all-weather roads ran was from 35-40 tons. A maintenance man was located every 12-15 kilometers along the roads to make inspections and to repair the damaged sections in the road. Drainage ditches ran along both sides of the road which varied anywhere from one meter to  $\frac{1}{2}$  meters deep.
5. A number of loose-surfaced, all-weather roads (#931-A) ran in the vicinity of Sopron, Nagyko, Buttor, Kapuvár, Rákoshegy and Zebegény. Until October 1956 these roads were in good condition. However during the Hungarian revolution Soviet tanks and other military vehicles damaged them extensively. In some sections a dirt road ran along one side of the road and in some sections it ran along both sides of the roads. The width of the roads was  $\frac{1}{2}$  meters. The load capacity of the bridges over which these roads ran was approximately 12-15 tons.

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6. A number of loose-surfaced, all-weather roads (P931-A) run in the same vicinity as the (P931-A) roads. However these were considered to be second class roads whereas (P931-A) roads were classed as first class. These roads were in fairly good condition.
7. These loose-surfaced roads were  $3\frac{1}{2}$  meters in width and had a good foundation. Prior to the October 1956 revolution the roads in the vicinity of Suitor were strengthened because an artillery base was moved into Suitor. The load capacity of the bridges over which these roads ran was approximately 12 - 15 tons.

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